

THE VISION OF PEACE.

WHAT IT MEANT TO MEN WHO FOUGHT.

Mr. Philip Gibbs writes in the *Daily Chronicle* as follows:—

The word "Peace" means most now to the men who fought, and still remain alive. It will make them think back to those years of work when the thought of peace was a kind of weakness, tempting them to despair because there was no sign of it; those early years of trench warfare when the greatest advance was 200 yards or 500; those years of intolerable boredom punctuated by hours of dreadful pain, not good, to remember, followed by other years when each big battle began with the hope of a quick finish and only led to new ridges, new slaughter, new abominations.

I was there at the start and I remember, now that Peace has made all that past history, the splendid optimism of the "Old Contemptibles," who came first into France, with kisses blown to them by village girls all along the roads, and fruit and flowers thrust into their hands as they went forward to the unknown front.

"Now we shall be long!" they shouted, and looked for victory in three months or so. Some of them fell at Mons and Le Cateau, and some on the Aisne, and there were not many left after the second battle of Ypres and Neuve Chapelle, except those who were lucky with "Blighy" wounds.

COMING OF THE ARMY. The New Army came out to France—the "Kitchener blokes," as we called them then, and I saw the first of them come, and others, and others, in a steady tide of youth, 11-months trained. They had been desperate to get out, believing quite honestly that they would be "Too late for the war." Too late, oh God!

For a little while, even after a spell in the trenches and personal encounters with the strength of the enemy, they had a queer hope, almost a definite belief, that the war would soon be over. Peace was generally three months ahead. Generals as well as privates, Staff officers as well as sergeants, shared that mystical faith in an early peace. "It will come as suddenly as war came," they said, and could give no reason for their faith.

Gradually that idea disappeared. In its place came the awful conviction that this war would go on for ever and that Peace was but a mirage luring men of feeble minds. It was the doom of men to sit always in dirty ditches, to live in holes in the ground, to go on fighting and killing until it was their turn to be wounded, or blinded, or shell-shocked or gassed, or killed. For them civilisation was a memory—revived at times in French villages behind the lines—and the decent ways of life had disappeared, and "home" was another word that made for weakness and was not spoken of except a little while before seven days' leave (once in 18 months, and damned lucky, too), and a little while afterwards.

"PEACE TALK." Now and again the name of Peace reappeared in the newspapers. There had been "Peace talk" in Switzerland, Paris, London. There was a new kind of gospel being preached by way of Russia. "No annexations, no indemnities." "Peace by negotiation." "Fourteen points." The British soldier read these things, but was not excited by them. Nothing excited him now to the belief that war would ever end, as far as he was concerned. Any talk about "demoralised Germans" moved him to angry ridicule. There was not much sign of demoralisation about that lot who fought until every one of them was killed in the last night-raid. They came back with a tiger-pounce at Cambrai in November of '17.

Here and there, as I know, a padre kept up the old fetish to cheer up a battalion of tired men. "I have it on good authority that we shall have Peace very soon.... I can tell you boys that if you get through the next scrap.... And the answer he had was "Old stuff, padre!" and most of them did not get through the next scrap in that particular crowd. After all, the padre's authority was good. They had Peace very soon—even before the Armistice.

THE OLD PHRASES. The old convictions about the causes of the war, and its purpose, and its ideals, had disappeared very largely from our soldiers' minds. No one could tell them now that they were doing the things they had to do to save "little Belgium." In no official sense that I ever discerned had the cause of the war been

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was on many lips in early days. "This is a war to end war," or that other one, "We are fighting to kill militarism in Europe," or that greatest of all ideals, "We are fighting for the liberties of democracy."

Instead, if they ever talked on the subject, they said, "We are fighting to kill the Boche, and if we don't kill him he'll kill us." They looked back at England as it was reflected for them in the daily papers which came out to their billets, or as they saw it on leave, and for some reasons which they could hardly explain at all it distressed and angered them.

Let us tell the truth now that Peace is near. The photographs of society women who were "notable war workers," made them deeply ironical. The strikes, and the wages of munition workers and miners and other labourers, not under shell fire, filled them with a sense of injustice to themselves. They desired the death of the profiteers by poison-gas. They were anxious to make sand-bags in front line parapets of elderly gentlemen who made patriotic speeches at great banquets, what time they—the fighting men—were being eaten by vermin in shell holes under the fire of great guns.

Yet they went on with the joy of war, grimly, patiently, doggedly, not without gaiety now and then, not without compensations for all wretchedness in comradeship and the prestige of valour, and the joke that was always handy—except in the very bad hours, and hardly a soul in all that Army, not one that ever I met in health and courage, would admit the chance of defeat, or anything but our supremacy in the long run at some time unknown.

Their professional pride, attached to battalion or division, their pride of manhood, some old instinct in their blood, from yeoman ancestry of English stock, from the fighting clans of Scotland, from Saxon and Norman and Celt (fighters all), forbade them to think that the Germans would ever win, or gain peace by military dictation.

and won slipped from under them, did they envisage the chance of actual and utter defeat. Even the prisoners who marched away under German escort called out to Belgian people, stricken with fear, "We shall beat them yet!" So Belgian people told me when the British came back.

I think it was on the day when we broke the Droocourt-Queant line in September of last year that victory and peace came in sight at last. Those masses of prisoners coming down, almost in battalion formation, German Guards among them grinning at their captured comrades, belonged to an army that was breaking. The German war machine had cracked at last! Those three last months were the wonderful epic when French, British, and American Armies—the Americans had come now in a great tide, and were fighting big battles—moved forward day after day in an irresistible drive. The British Armies gave the terrible coup de grace to the German war machine.

ARMISTICE DAY. It was their hammer strokes, after the combined victory on the Marne, which, as Marshal Foch said, brought the final decision. We entered great cities and were rewarded by the joy of their populations liberated after all those years from the rule of the field-grey men, and then, on November 11, on the way to Mons, I heard the news for which all the world had been waiting.

Under their white flag the enemy had made abject surrender and had signed the terms of armistice, and that morning, for the first time in all the war, there was no sound of guns, and that night there were no evil flashes in the sky, but only the sweet light of the stars.

That was the real day of Peace for our fighting men, when the river of blood which had flowed through many fields was stopped at last, and the last of our living boys were relieved from death. They were not excited, outwardly. They told the news to the peasants they passed in their questing for peace.

Not even after March 21, when all the great news had fought

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there was gladness because the grisly job was done. The soul of England will be silent for a while at this news of Peace, or should be so, in remembrance of those who fell to gain it—that million dead boys of ours who belong to the great ghost army which will for ever haunt the fields of battle, and all that other youth of their nations—how many millions more?—who joined those ranks in multitudes.

ARMIES OF THE DEAD. I think of them on the Somme, round Arras, on the way to Passchendaele, south of St. Quentin, in other fields where I saw them lying—so many of them. I think also of those young Belgians I saw upon the Yser, and in Dixmude and Perwez, and other fighting towns; and of the French, whose sacrifice was vast through all the war, amazingly, heroes, and of the Americans, who came fresh and splendid into the last phase, and offered their youth also to the departing monster of war.

So now Peace. But is not mind and memory of those who have died, and of all the millions who have been killed, and of the

GENERAL NEWS.

MILLION DOPE FINE. The steady increase in the widespread use of narcotic drugs for other than legitimate medical purposes has been confirmed by the investigations of the United States Treasury's special committee, which has just submitted a final report. The number of persons addicted to drugs in the United States is estimated, writes Reuter's Washington correspondent, to be in excess of 1,000,000. It has been stated that about 90 per cent of the opium and cocaine entered for consumption is used for other than medical purposes, the report says, and enough opium is consumed in the United States every year to give every man, woman, and child 36 doses.

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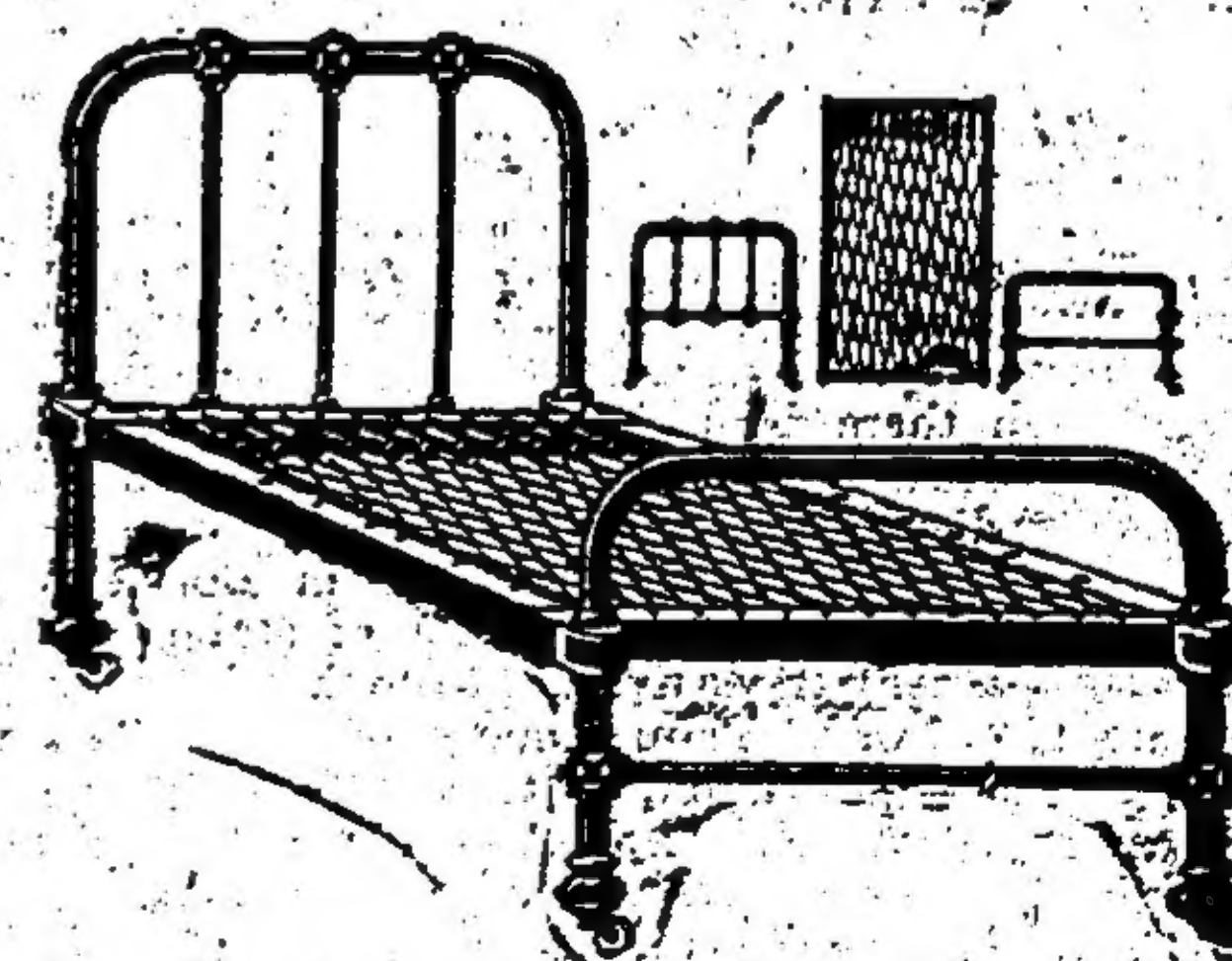
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UNSEXED.

WOMAN'S CHALLENGE TO
DISGRUNTLED MAN.

Priscilla E. Moulder writes in the *Daily Chronicle* as follows:—
How many times, I wonder, have I heard men describe women "unsexed"? Perhaps it is because I am more than ordinarily dense, but at any rate the fact remains that I have never been able to understand exactly what a man means when he says a woman is "unsexed." In its explanation of the word "unsexed" the dictionary does not give much help. It simply states that the definition of "unsex" is: "To make otherwise than the sex commonly is; to deprive of womanly feelings." So far, so good.

Case No. 1 is a man of my acquaintance who has always been much addicted to railing against modern women because he declares that to-day they unsex themselves more than they have ever done in any previous age of the world's history. One thing, however, I was not long in finding out: all his arguments invariably lead up to one point. Present-day women he declares, have got the Parliamentary franchise, and, in his opinion, when that fateful day arrived when the great privilege of the vote was conceded to women they at once became "unsexed" in the bulk. When pressed for a reason as to why it should "unsex" a woman to record a Parliamentary vote, and not unsex her to give a County Council or a School Board vote, he always loses his temper and says uncomplimentary things about women in general.

A MIND OF HER OWN.

Case No. 2 declared in my hearing: "My wife would never think of speaking in public, giving her opinion in opposition to mine, or doing any other of the 'unsexed' things women are guilty of nowadays." In this particular case I did not take the trouble to dispute the point. Happening to be well acquainted with both husband and wife, I felt morally certain that the latter scarcely knew she possessed a soul or opinion of her own.

Case No. 3 contends that women "unsex" themselves by wearing short skirts and showing their ankles. Wasn't it John Ruskin who said that he had lost all faith in women when they began to be street scavengers? Really, it is an uncommonly hard task for women to satisfy men!

Case No. 4 storms and raves over the question of women smoking. He lays down the law in no uncertain terms to the effect that a woman who indulges in only an occasional cigarette is quite "unsexed." But, bless me, I have known, and still know, women who smoke, and the habit certainly does not seem "to make otherwise than the sex commonly is," neither can it be said that it has deprived them of "womanly feelings"—at least, as far as I am able to judge. I might continue with a dozen more cases, some claiming that it "unsexes" women to do one thing, and some another, but no two agreeing on the point.

CABS AND BICYCLES.

I can well remember the time when men said that women "unsexed" themselves by riding a bicycle, or using a hansom-cab. Again, how many times have women been accused of "unsexing" themselves by taking an interest in things outside the domestic sphere? As for a woman who dared to raise her voice on a public platform, why, she has sinned so many times beyond the hope of pardon that she appears to have grown callous on the subject. Nowadays she snaps her fingers defiantly and declares she does not care a fig what the men may say about her conduct in this respect. Harriet Martineau, George Eliot, Mary Somerville, Elizabeth Fry, Charlotte Bronte, Annie Besant, Josephine Butler, Lady Henry Somerset, Mrs. Henry Fawcett, Mrs. Pankhurst, have all been accused of unsexing themselves in one way or another.

SOCIAL VIEWS.

Even to-day—that is, if one takes any notice of the expressed opinions of the majority of men—a woman must not know anything about the degradation of her own sex. At any rate, she must act and talk as though she were

ignorant of the matter, because if she confesses her knowledge she must "unsex" herself by so doing. It is a point worth considering that a man seldom says a woman is "unsexed" when she sells herself body and soul in a loveless marriage, or in the open market of vice and infamy. However, should she venture to hold her own opinion about marriage or ventilate her views on the non-advisability of bringing a large family into the world, she is at once labelled as "unwomanly." In the United Kingdom to-day women are engaged in all kinds of hard manual labour. They work on the land, at pit mouths, as dust sorters, in factories and work-shops, as nail and chain makers, yet, comparatively speaking, very few men can be found to claim that they "unsex" themselves by so doing. In all the foregoing occupations women were engaged largely before the war. On the outbreak of war women were invited to take up work in a score of new directions, and no one accuses them of being "unsexed." They have acted as train conductors and drivers, railway booking clerks and carriage cleaners, milkmen, grocers assistants, dispensers, doctors, while on the land women have done all the work previously done by men.

THE WOMAN'S FAULT.

How many men will claim that it "unsexes" a woman to be a nurse, or dance attendance on a doctor in any capacity. The curious part is that in the estimation of countless men she is "unsexed" by being a doctor, or by studying anatomy, biology, or physiology. Before the war women were lectured because they aspired to be doctors. During the war they were implored to come forward in large numbers to be trained as doctors and chemists. Where is the much-vaunted logic in which men are popularly supposed to be so proficient? Sometimes one is driven to the conclusion that there is a great deal of truth in the old adage:

"Men have many faults women only two."

There's nothing right they say, and nothing right they do. I am patiently waiting to hear that some man has said that it "unsexes" a woman to go up in an aeroplane, or to be a wireless operator. I may as well end as I began, and once more ask the question: "When are women unsexed?" If some obliging "lord of creation" will kind enough to solve the problem and take the definition so clear that she who runs may read I for one shall be grateful.

LAWN TENNIS.

JUNIOR LEAGUE MATCH.

Y.M.C.A. met Kowloon Cricket Club on the K.C.C. ground last evening, the Y.M.C.A. winning by 55 games to 44. Scores:—
O. Rumjahn and C.S. Chan beat Brown and Frost 9-2; beat Grey and Atkinson 8-3; beat Wheeler and Taylor 7-4.
Y. H. Lin and Lo Ching beat Grey and Atkinson 6-5; beat Brown and Frost 7-4; beat Wheeler and Taylor 6-5.
A. A. Rumjahn and D. Laing lost to Grey and Atkinson 4-7; lost to Brown and Frost 4-7; lost to Wheeler and Taylor 4-7.

LAST BIG MINE SWEEP.

"ALL CLEAR" NEXT NOVEMBER.

Mine sweepers of the British Navy and the American Navy are now (June 15) engaged in making a final grand sweep of the North Sea, so the *Daily Chronicle* learns. The work is being shared equally between the two fleets, and the "All clear" may be expected some time about the end of November. But this signal will, of course, apply only to the removal of moored mines, and not to a few elusive "strays." There are over 400 British mine-sweepers in the North Sea at the present time, and their business is to gather up what are left of the 100,000 mines that were laid down during the war. British moored mines still exist off the Belgian, Danish, Dutch, German, and Norwegian coasts. The American mine-sweepers, which have just got to work, are stationed up by the Orkneys. The Americans laid the large minefields off the Orkneys, and the removal of this lengthy chain of mines is the task of the American fleet. The British mine-sweepers are now engaged in the removal of the mines off the Norwegian coast.

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M. P. FOR MACAO.

MR. DA ROCHA LEAVES FOR LISBON.

Among the passengers by the Empress of Asia which left this morning is Mr. Manuel Ferreira da Rocha, who is going to Lisbon to take up his post in the Portuguese Parliament as Deputy for Macao. He was elected by the citizens of Macao on Sunday. Mr. Rocha is very popular in Macao, Hongkong and Shanghai. He has been Colonial Treasurer, Colonial Secretary and Acting Governor of Macao for a long time. His services have been appreciated by the Community and the Macao Government. It is confidently expected that as M. P. for Macao Mr. da Rocha will get sanction for various improvements of Macao. Mr. da Rocha is accompanied to Lisbon by his wife.

ROBBED HIS MOTHER.

A Chinese woman was the cause of her son's arrest and conviction to-day when he was sentenced at the Police Court to six weeks' hard labour for stealing a pair of bangles and a sum of \$30 from his mother. It appears that he stole the bangles and money from a chest of drawers and disappeared. His mother kept a sharp look-out and spying him in the street, had him arrested. It was stated by the Police that the boy had been in an English school for four years. He was a bad boy and refused to do any work. After committing the theft he sold one bangle to a goldsmith by whom it was immediately melted up. The other bangle was found under his armpit when he was arrested. The boy told the Magistrate that he had borrowed the money from his mother and had spent it on a girl. He was sentenced to six weeks' hard labour.

AN AMERICAN PASTOR'S STORY.

The Rev. William R. Brock, of Berwyn, Oklahoma, recently related the following personal experiences:—

"When I was a boy of about twelve years," said he, "I had what a boy seldom has—rheumatism. I had been in bad health for some months and was taken out of school on account of it. But I kept getting worse and at one time could hardly get around. This, I suppose, undermined my health and was the cause of my later troubles."

"Some time ago I became very weak, had a severe pain in my side almost all the time and, when I walked any distance, I became out of breath, with a feeling of burning at the heart. My head and limbs would ache fearfully, especially at night. Then my rheumatism came on again and, later, I had a dry hacking cough which nearly drove me distracted."

"A friend in Texas, some years before had told me of the benefit he had received from Dr. Williams' pink pills, and finally I was induced to try them by an article in a paper which told of their correcting a case similar to mine. I took them and they made me well."

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| S.S. "ECUADOR" | | 8th Oct. |

These steamers have the most modern equipment including over-
head electric fans and electric lighting ALL LOWER BERTHS &
Large Comfortable Staterooms (all single and two berths only)The Safety and Comfort of Passengers is our First Consideration. Special
care is given to the cuisine, and the attendance on passengers cannot be surpassed.
Tickets are interchangeable with the Toyo Kisen Kaisha, and the Canadian
Pacific Ocean Services, Ltd.

For further information, rates, literature, schedules etc.,

Apply to— Company's Office in

Telephone No. 141. ALEXANDRA BUILDING. Chater Road.

AMERICAN EXPRESS COMPANY.

BANKERS AND FORWARDERS.

ESTABLISHED—1841.

HEAD OFFICE—65 BROADWAY, NEW YORK.

CAPITAL AND SURPLUS—U. S. \$25,000,000.00.

LONDON OFFICE—34, QUEEN STREET, E. C. 4.

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Branches & Agencies—throughout the world.

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SHIPPING.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern,
Northern Pacific, and Chicago, Milwaukee and St. Paul Railways.KASHIMA MARU (calling Manila) Saturday, 23rd Aug. at 11 a.m.
LONDON & ANTWERP via Singapore, Penang, Colombo, Suez,
Port Said & Marseilles.KITANO MARU (calling Malacca) Saturday, 9th Aug. at 8 a.m.
INABA MARU Friday, 22nd Aug. at Noon.
MELBORNE & SYDNEY via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.AKI MARU Wednesday, 20th Aug. at 11 a.m.
NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San
Francisco, Panama & Colon.BOMBAY & COLOMBO via Singapore.
TOTOJI MARU Sunday, 10th Aug.
CALCUTTA & RANGOON via Singapore & Penang.JAPAN PORTS—Nagasaki, Kobe & Yokohama.
TANGO MARU Saturday, 23rd Aug. at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA.IYO MARU Wednesday, 6th Aug. at 11 a.m.
HWAHWA MARU Wednesday, 6th Aug.
KOSOKU MARU Wednesday, 13th Aug.
ATSUTA MARU Thursday, 21st Aug. at 11 a.m.EXTRA SERVICES (Marseilles, Liverpool, Antwerp, South
American ports via Cape, etc.).
AWA MARU (London & Antwerp) Mon. 4th Aug.
TAJIMA MARU (Marseilles & Liverpool) Middle of Aug.For further information apply to—NIPPON YUSEN KAISHA.
Telephone Nos. 292 & 293. S. YASUDA, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

| STEAMERS | From Hongkong |
|-------------|----------------------------------------|
| SHINTO MARU | 13th Aug. "Omitting call at Shanghai" |
| PERSIA MARU | 23rd Aug. |
| KOREA MARU | 10th Sept. "Omitting call at Shanghai" |
| NIPPON MARU | 25th Sept. |
| YOKO MARU | 2nd Oct. |
| SHINKA MARU | 10th Oct. (from Yokohama). |

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU

SAN FRANCISCO, SAN PEDRO, SALINO CRUZ,

BALBOA, CALLAO, AICA AND IQUIQUE.

THENCE BY TRANS ANDREAN ROUTE TO BUENOS AIRES.

Steamers. Leave Hongkong

ANZO MARU 10th Sept.

KITO MARU 14th July.

SEITO MARU 4th Nov.

Ships are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the P&O
Mail Steamship Co.
Passengers may travel by rail between ports of call in Japan free of charge.
For full information as to rates, sailings, etc., apply toT. DAIGO, Manager,
KING'S BUILDING.

Telephone Nos. 2374 & 2375.

JAVA-PACIFIC-LYN

FOR SAN FRANCISCO Direct.

S.S. "BINTANG"

Will be despatched as above on or about

Aug. 9th, 1919.

For freight apply to—

JAVA-CHINA-JAPAN-LYN

Agents.

Telephone No. 1574. York Building.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

15,000 tons, American Registry (10,000 tons, American Registry)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "CHINA"

Aug. 22nd, 1919. Sept. 11th, 1919.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER. Freight and Passenger Agent.

Prince's Buildings, 1 Ice House Street. Tel. 1934.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT

For

LONDON & ANTWERP

For particulars of sailings, ships, etc., apply to the undersigned.

Subject to change without notice.

THE SHANGHAI FREE PRESS.

SHIPPING NEWS.

THE SHIPPING EXHIBITION.

Lord Weir has promised to open the Shipping, Engineering and Machinery Exhibition at Olympia on September 25th next. This exhibition, of which Sir Owen Phillips, G.C.M.G., M.P., is hon. president, Sir Archibald Bann, Bart., chairman of the committee of experts, and Mr. F. W. Bridges, secretary and organising manager, and which was to have been held in the autumn of 1914, but in common with other important events had to be postponed on account of the war, will afford the general public an opportunity of becoming acquainted with the luxury, comfort and ease of present-day sea travel. The interval which has since elapsed has, moreover, afforded British engineers an opportunity of introducing vast improvements in connection with marine and general engineering, with the result that Olympia will be full to overflowing with machinery and appliances of intense interest to all concerned with the shipping, shipbuilding and engineering industry, and the exclusion of everything of enemy origin will enable the British public to see how absolutely independent we can be of anything produced in enemy countries, at any rate as regards this particular industry. The exhibition is to remain open for three weeks.

SHIPS LYING IDLE IN PORTS AND DOCKS.

Many complaints are being made at home about the congestion of shipping at the ports and in docks. Vessels remain for days unable to discharge their cargoes or load fresh ones, and this has a reflex effect on the general trade of the country. The trouble is assuming proportions which may before long prove to be disastrous if some remedy is not soon found. The port and Transit Executive Committee, of which Sir Norman Hill is the chairman, is doing its best to press the matter on the attention of the Government, but the committee has no executive authority, in spite of its name. A leading shipowner, in conversation with a representative of the Daily Chronicle recently, declared that matters were getting worse and worse at the ports. "The reason is quite simple," he said. "For the past few years the Government have been putting every obstacle in the way of the use of ships for the transport of goods. This did not matter so much during the war, as imports had to be restricted as much as possible; but now that we have returned to normal times it is having its effect. There was a time when traders made every effort to make use of water-carriage for their goods. Here is a map which shows the density of population in 19 areas in this country. You will see that 13 of these, containing 27,000,000 people, are all near the coast, indicating that trade gravitates to the ports. But now the Government seems to be doing everything to invite traders to use the railways as much as possible, and these are carrying goods at less than cost, so that it pays to send them by rail rather than by coasting steamers. The consequence is that the railways cannot find rolling stock sufficient to handle the traffic which is piled upon them; warehouses and quays are choked; and ships are held up for weeks together. Let me give you an illustration of this. A large trade is done at Avonmouth in food-stuffs for South Wales. Before the war the rate for this from Avonmouth to Cardiff by rail through the Severn tunnel was 8s. per ton. It cost the company 1s. to collect and 1s. a ton to distribute. Under pre-war conditions coasting steamers could compete for this traffic, and did so successfully. But to-day the railway company has to pay 4s. a ton for collection and the same for distribution; and consequently carries the goods for nothing, being able to do this only by means of the Government subsidy. The coasting steamers, not enjoying this benefit from the taxpayers, cannot compete. The same thing is going on all over the country. Goods come in big vessels to the river or sea ports which can take them. The smaller boats are idle, and in consequence the railways are overloaded. The railways are not prepared to take the goods, and the coasting steamers are not prepared to take the goods, and the result is a congestion of shipping at the ports and in docks."

SHIPPING.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers To Sail.

SHANGHAI... 10th Aug. at 4 p.m.
SHANGHAI & TSINGTAO... 13th Aug. at 4 p.m.
SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.
Excellent Saloon accommodation—amidships. Electric Light and Fans in Saloon and State-room. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tientsin weekly, taking cargo on through bills of lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,
gents.Telephone No. 36.
Hongkong Aug. 7, 1919.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
CHINA AND JAPAN.

| Steamer | From | Expected on or about | Will leave on or about | To |
|-----------|----------|----------------------|------------------------|-------|
| Tijiwang | Java | 6th Aug. | 11th Aug. | Japan |
| Tijlatap | Java | 12th Aug. | 18th Aug. | Japan |
| Tijikini | Shanghai | 16th Aug. | 18th Aug. | Java |
| Tijmanock | Java | 18th Aug. | 4th Sept. | Java |
| Tijpanas | Java | 25th Aug. | | |

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Building.

Telephone No. 1574.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW AND RETURN.

(Occupying 9 to 10 days.)

| Steamships | Captain | Leaving |
|------------|---------------|---------------------------|
| Haitan | A. H. Stewart | FRI 8th Aug. at 1 p.m. |
| Haibong | J. W. Evans | TUES. 12th Aug. at 1 p.m. |
| Quinnebaug | Medina | FRI. 15th Aug. at noon. |

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.INDO-CHINA STEAM
NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

| For | Steamship | On |
|-----------------------|-----------|----------------------------|
| Kobe | Kumsang | Fri. 8th Aug. at noon. |
| Manila | Loosang | Fri. 8th Aug. at 3 p.m. |
| Shanghai | Choyang | Sat. 9th Aug. at 4 p.m. |
| Kobe | Namsang | Tues. 12th Aug. at 5 p.m. |
| Tientsin via Wei & C. | Chipsang | Wed. 13th Aug. at 5 p.m. |
| Shanghai | Tungshing | Thurs. 14th Aug. at 4 p.m. |
| Manila | Yuensang | Fri. 15th Aug. at 2 p.m. |
| Straits & Calcutta | Yatshing | Sat. 16th Aug. at 3 p.m. |
| Straits & Calcutta | Fooksang | Sat. 23rd Aug. at 3 p.m. |

Calcutta Line:—This line has now been re-organised and affords regular sailings to Calcutta via Singapore and Penang.
Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.
All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Hongkong and Shanghai, steamers calling at Swatow. Steamers on this line have a full complement of passenger accommodation, and through tickets can be obtained for Hongkong and Shanghai via the Shanghai, through bills of lading are issued to all Hongkong and Shanghai Ports.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.
HAIKONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Haikong when indicated on the schedule.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having a full complement of accommodation for passengers.
Cargo taken on through bills of lading from March to October between Hongkong and Sandakan, calling at Wellesley and Chedoke.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce, on arrival at destination, passports with their Photographs and description affixed thereto.
For Freight or passage, apply to

JARDINE MATHESON & CO., LTD.
General Managers.

Telephone No. 215.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO. LIMITED.

REGULAR SAILINGS OF MAIL STEAMERS FROM

HONGKONG TO AUSTRALIAN PORTS.

| Steamers | For | Date of sailing | Date and time of departure |
|--------------|-------------------------------|-----------------|----------------------------|
| "ST. ALBANS" | Sydney, via Queenland Port | In Port | 12th Aug. at noon. |
| "BASTERN" | Melbourne, via Queenland Port | In Port | 26th Aug. at noon. |

The above steamers have excellent accommodation for First Class Passengers, and carry a full complement of passenger accommodation, and through tickets can be obtained for Hongkong and Australia via the Shanghai, through bills of lading are issued to all Hongkong and Shanghai Ports.

For further information, rates, literature, schedules etc., apply to the undersigned.

SHIPPING.

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"AMAZON MARU" ... Tuesday, 12th August.
"ALTAI MARU" ... Friday, 28th August.
GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"TACOMA MARU" ... Wednesday, 10th Sept.
BOMBAY & COLOMBO—Regular fortnightly service via Spore.

"KASADO MARU" ... Wednesday, 13th Aug.
"BURMA MARU" ... Monday, 1st Sept.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.
"SHISEN MARU" ... Monday, 1st Sept.

SYDNEY & MELBOURNE—Monthly service calling at AUCTION, LAND, N. Z. and ADELAIDE.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

"AFRICA MARU" ... Monday, 18th Aug.
"CANADA MARU" ... Monday, 1st Sept.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf near the Harbour Office.

"AMAKUSA MARU" ... Friday, 15th Aug.

TAKAO via SWATOW & AMOY.

"SOSHU MARU" ... Thursday, 14th Aug.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

For sailing dates and further particulars please apply to—
Y. YASUDA, Manager.

Tel. No. 744 and 745 No. 1, Queen's Building.

Y. K. K.

YAMASHITA KISEN KAISHA.
(THE YAMASHITA STEAMSHIP CO. LTD.)

NANYO MARU No. 1
NANYO MARU No. 2
NANYO MARU No. 3
SODEGAURA MARU.
KYODO MARU No. 13
TAMON MARU No. 1
ASOSAN MARU.
CHEIAN MARU.

REGULAR SERVICE FOR
FREIGHT BETWEEN
HONGKONG,
BANGKOK
and/or
SINGAPORE.

For Particulars Please Apply to—
M. KOBAYASHI, Agent.
Tel. No. 147 & 155. Top Floor, King's Building.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.
(Shipping Department).

HEAD OFFICE (Kobe).

Branches and Representatives:—

TOKIO, OSAKA, LONDON, NEW YORK, PARIS, BOMBAY, PORT SAID, DALLAO, HATANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAWAU, BANGKOK, HAIGON, YEDOVOSTOK, SHANGHAI and TAIPEI.

Taking Cargo on through Bills of Lading to Pacific Coast, Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.
For further particulars apply to—

CHU KYOKU TRADING Co.,
M. HASHIMOTO,
General Agents.

Telephone No. 2108.

SHIPPING.

THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

VANCOUVER

via MANILA & SHANGHAI

STEAMER "BESSIE DOLLAR" SAILING DATE.

FOR SAN FRANCISCO.

"TANCRED"

Through Bills of Lading issued to all parts of United States or Canada

For particulars for freight apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING TEL. 795.
THIRD FLOOR TEL. 792.

VESSELS LOADING AND TO LOAD.

| Destination. | Vessel's Name. | For Freight Apply To. | To be Dispatched. |
|--------------|----------------|-----------------------|-------------------|
|--------------|----------------|-----------------------|-------------------|

JAPAN AND COAST PORTS.

| | | | |
|---------------------------------|------------|-----------|----------|
| Swatow and Bangkok | Kueichow | B. & S. | 7. Aug. |
| Shanghai | Kwangse | B. & S. | 7. Aug. |
| Haiphong via Hoihow | Taksang | J. M. Co. | 7. Aug. |
| Shanghai | Kwongseing | J. M. Co. | 7. Aug. |
| Kobe | Kurasaiz | J. M. Co. | 8. Aug. |
| Manila | Loonsang | J. M. Co. | 8. Aug. |
| Swatow, Amoy and Foochow | Haitan | D. L. Co. | 8. Aug. |
| Shanghai | Chrysaing | J. M. Co. | 9. Aug. |
| Shanghai | Feen | B. & S. | 10. Aug. |
| Calcutta via Ports | Yeboshi M. | N. Y. K. | 10. Aug. |
| Bombay and Colombo | Totomi M. | N. Y. K. | 10. Aug. |
| Japan | Tjiliwong | J.C.J. L. | 11. Aug. |
| Shanghai and Tsingtao | Chenan | B. & S. | 12. Aug. |
| Swatow, Amoy and Foochow | Haihonz | D. L. Co. | 12. Aug. |
| Kobe | Vamsang | J. M. Co. | 12. Aug. |
| Tientsin via Weihaiwei & Chefoo | Chipsang | J. M. Co. | 13. Aug. |
| Genoa | Kasado M. | O. S. K. | 13. Aug. |
| Shanghai, Kobe and Yokohama | Kosoku M. | N. Y. K. | 13. Aug. |
| Shanghai | Tungahing | J. M. Co. | 14. Aug. |
| Takao via Swatow and Amoy | Soshu M. | O. S. K. | 14. Aug. |
| Swatow, Amoy and Foochow | Quinnebauz | D. L. Co. | 15. Aug. |
| Keelung via Swatow and Amoy | Amakusa M. | O. S. K. | 15. Aug. |
| Manila | Yuensang | J. M. Co. | 15. Aug. |
| Straits and Calcutta | Yatsing | J. M. Co. | 16. Aug. |
| Java | Tjilini | J.C.J. L. | 18. Aug. |
| Japan | Tjilatjap | J.C.J. L. | 18. Aug. |
| Straits and Calcutta | Pooksang | J. M. Co. | 23. Aug. |
| Saigon, Bangkok & Singapore | Shisen | O. S. K. | 1. Sept. |

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:—

Liubarnard, from Shanghai.

Mr. Chunksanyue, c/o Liang-yuanchee, No. 24 Bonham Road, from Shanghai.

Chinese Hotel, Cheechinghin, from Amoy.

Akiyama, Passenger, Celebes Maru, c/o Osaka Shosen, from Osaka.

Kimink, from Tokyo.

Retransmitted from Shanghai Fred Keyston, Hongkong Hotel, from San Francisco.

Yuensuiting, 8 Tithong, from Shanghai.

Messrs. Bo Wah & Company, c/o Ah Sou Eeq, from Shanghai.

Shingkee, from Amoy.

T. KRING, Superintendent, Hongkong Aug. 1st, 1919.

EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO.

List of Unclaimed Telegrams lying in the E. E. Telegraph Office at Hongkong:—

Barlow, from Madras.

Bloomberg, from Racine Wis.

Miss Barnes, Banvard Co., from Harbin retransmitted from Singapore.

Sebbi, from Shanghai.

Springer, from San Francisco.

D. de H. FARRANT, Superintendent, Hongkong, July 31, 1919.

CONSIGNEES.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE AND STRAITS

THE Company's Steamship

"IYO MARU,"

having arrived from the above ports. Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf & Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 15th August, 1919, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 6th August, 1919.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LIMITED.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Co.'s Steamer

"AUTILOCHUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after 6th August.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 12th August, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 26th August, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRF,

Agents.

Hongkong, 6th August, 1919.

MOVEMENTS OF STEAMERS.

The Admiral Line s.s. ELD-RIDGE (Seattle Line) sailed from Kobe August 1st, and is due at Hongkong August 14th, via Moji and Shanghai.

The Admiral Line s.s. WEST-MUNHAM (Portland Line) sailed from Shanghai July 29th, for Portland via Nagasaki, Kobe and Yokohama.

The Admiral Line s.s. WEST-ERN KNIGHT (Seattle Line) sailed from Shanghai July 28th, and is due at Hongkong about August 13th, via Manila.

The Admiral Line s.s. ED-MORE (Seattle Line) sailed from Seattle July 16th, and is due at Hongkong about August 25th, via Yokohama and Kobe.

The N. Y. K. s.s. TANGO M. (Australian Line) left Sydney for this port via Australian ports and Manila on the 1st August, and is expected here on the 23rd August.

The N. Y. K. s.s. BOMBAY M. (Calcutta Line) left Calcutta for this port via Rangoon and Singapore on the 31st July, and is expected here on the 30th August.

The N. Y. K. s.s. KITANO M. (European Line) left Shanghai for this port on the 5th August, and is expected here on the 8th August.

The R. M. S. MONTEAGLE arrived at Shanghai, on 3rd Aug., leaves there 6th Aug., and is due at Hongkong on 9th Aug.

The P. & O. s.s. ARRATOON APCAR left Singapore for this Port on the 3rd instant, and is due here on the 8th instant about afternoon.

The P. & O. s.s. GABLONZ which left London about 26th June, is due at Singapore about 8th August.

The s.s. HAROLD DOLLAR is due to arrive on the 24th inst., from via Vancouver via Karatsu and Shanghai.

The China Mail S.S. Co. is in receipt of a telegram from its San Francisco Office advising that the s.s. CHINA, Voy. 19 Home, arrived at that port on July 27th, in accordance with schedule.

WATER RETURN.

Level and Storage of water in Reservoirs on July 1, 1919.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

| System | 1918. | 1919. |
|--------|-------|-------|
| City | 46.45 | 46.45 |
| City | 46.45 | 46.45 |
| City | 46.45 | 46.45 |
| City | 46.45 | 46.45 |
| City | 46.45 | 46.45 |
| City | 46.45 | 46.45 |
| City | 46.45 | 46.45 |
| City | 46.45 | 46.45 |
| City | 46.45 | 46.45 |
| City | 46.45 | 46.45 |

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

| System | 1918. | 1919. |
|--------|--------|--------|
| City | 124.00 | 124.00 |
| City | 124.00 | 124.00 |
| City | 124.00 | 124.00 |
| City | 124.00 | 124.00 |
| City | 124.00 | 124.00 |
| City | 124.00 | 124.00 |
| City | 124.00 | 124.00 |
| City | 124.00 | 124.00 |
| City | 124.00 | 124.00 |
| City | 124.00 | 124.00 |

Consumption of water in the City and Hill Districts in millions and decimals of gallons during the month of June.

| System | 1918. | 1919. |
|--------|--------|--------|
| City | 124.00 | 124.00 |
| City | 124.00 | 124.00 |
| City | 124.00 | 124.00 |
| City | 124.00 | 124.00 |
| City | 124.00 | 124.00 |
| City | 124.00 | 124.00 |
| City | 124.00 | 124.00 |
| City | 124.00 | 124.00 |
| City | 124.00 | 124.00 |
| City | 124.00 | 124.00 |

Consumption of water in Kowloon in millions and decimals of gallons during the month of June.

| System | 1918. | 1919. |
|--------|--------|--------|
| City | 124.00 | 124.00 |
| City | 124.00 | 124.00 |
| City | 124.00 | 124.00 |
| City | 124.00 | 124.00 |
| City | 124.00 | 124.00 |
| City | 124.00 | 124.00 |
| City | 124.00 | 124.00 |
| City | 124.00 | 124.00 |
| City | 124.00 | 124.00 |
| City | 124.00 | 124.00 |

Consumption of water in Kowloon in millions and decimals of gallons during the month of June.

| System | 1918. | 1919. |
|--------|--------|--------|
| City | 124.00 | 124.00 |
| City | 124.00 | 124.00 |
| City | 124.00 | 124.00 |
| City | 124.00 | 124.00 |
| City | 124.00 | 124.00 |
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|--------|--------|--------|
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| City | 124.00 | 124.00 |
| City | 124.00 | 124.00 |

SHIPPING NEWS.

MR. W. G. ARMSTRONG & CO.

The Times understands that Messrs. Sir W. G. Armstrong, Whitworth and Co., Ltd., are in negotiation for the acquisition of a substantial interest in the well known electrical manufacturing firm of Crompton and Co., Ltd. It will be recalled that in February, Mr. Campbell-Swinton, F.F.S., the chairman of Crompton and Co., announced at the annual meeting that it was proposed to increase the company's capital from £221,007 to £500,000 by the further issue of 254,993 ordinary and 24,000 preference shares.

NO MORE COLLISIONS.

The part played by wireless telegraph has become so universal that familiarity has bred indifference towards something our grandfathers would have hailed as a miracle. No one can estimate the value of wireless to the maritime world, and this value is for ever increasing, as was strikingly shown by Mr. G. H. Godfrey Isaacs at the annual meeting of the Marconi International Marine Communication Co., Ltd. He hinted then at the great value to navigation of the Marconi Direction Finder. But even greater things are promised the shipping world in the invention of the latest discovery provided towards something our grandfathers would have hailed as a miracle. No one can estimate the value of wireless to the maritime world, and this value is for ever increasing, as was strikingly shown by Mr. G. H. Godfrey Isaacs at the annual meeting of the Marconi International Marine Communication Co., Ltd. He hinted then at the great value to navigation of the Marconi Direction Finder. But even greater things are promised the shipping world in the invention of the latest discovery provided towards something our grandfathers would have hailed as a miracle. No one can estimate the value of wireless to the maritime world, and this value is for ever increasing, as was strikingly shown by Mr. G. H. Godfrey Isaacs at the annual meeting of the Marconi International Marine Communication Co., Ltd. He hinted then at the great value to navigation of the Marconi Direction Finder. But even greater things are promised the shipping world in the invention of the latest discovery provided towards something our grandfathers would have hailed as a miracle. No one can estimate the value of wireless to the maritime world, and this value is for ever increasing, as was strikingly shown by Mr. G. H. Godfrey Isaacs at the annual meeting of the Marconi International Marine Communication Co., Ltd. He hinted then at the great value to navigation of the Marconi Direction Finder. But even greater things are promised the shipping world in the invention of the latest discovery provided towards something our grandfathers would have hailed as a miracle. No one can estimate the value of wireless to the maritime world, and this value is for ever increasing, as was strikingly shown by Mr. G. H. Godfrey Isaacs at the annual meeting of the Marconi International Marine Communication Co., Ltd. He hinted then at the great value to navigation of the Marconi Direction Finder. But even greater things are promised the shipping world in the invention of the latest discovery provided towards something our grandfathers would have hailed as a miracle. No one can estimate the value of wireless to the maritime world, and this value is for ever increasing, as was strikingly shown by Mr. G. H. Godfrey Isaacs at the annual meeting of the Marconi International Marine Communication Co., Ltd. He hinted then at the great value to navigation of the Marconi Direction Finder. But even greater things are promised the shipping world in the invention of the latest discovery provided towards something our grandfathers would have hailed as a miracle. No one can estimate the value of wireless to the maritime world, and this value is for ever increasing, as was strikingly shown by Mr. G. H. Godfrey Isaacs at the annual meeting

WANTED.

TO BE LET.

Owing to the greatly increased price of sugar, the price of all our SWEET water will be advanced five cents per gallon, as from this date, and will be

on
Monday August 11th
at 9:15 p.m.

Head Office, 5, Des Voeux Road,
 Hankow Branch, 2nd Building,
 Now is the Time to Start Your Loan
 \$10,000 or more
 Your Own Accumulation Scheme
 Terms of Loan and Repayment
 10% per Annum

NOTICES



EMBASSY CIGARETTES ARE
UNQUESTIONABLY THE
FINEST VIRGINIAN CIGAR-
ETTES MANUFACTURED.

A SHIPMENT OF THIS WELL-KNOWN
BRAND PACKED IN CONVENIENT AIR-TIGHT
TINS OF 25 CIGARETTES HAS JUST ARRIVED.
THEY ARE ALSO OBTAINABLE IN 50'S TINS
AND 10'S BOXES.



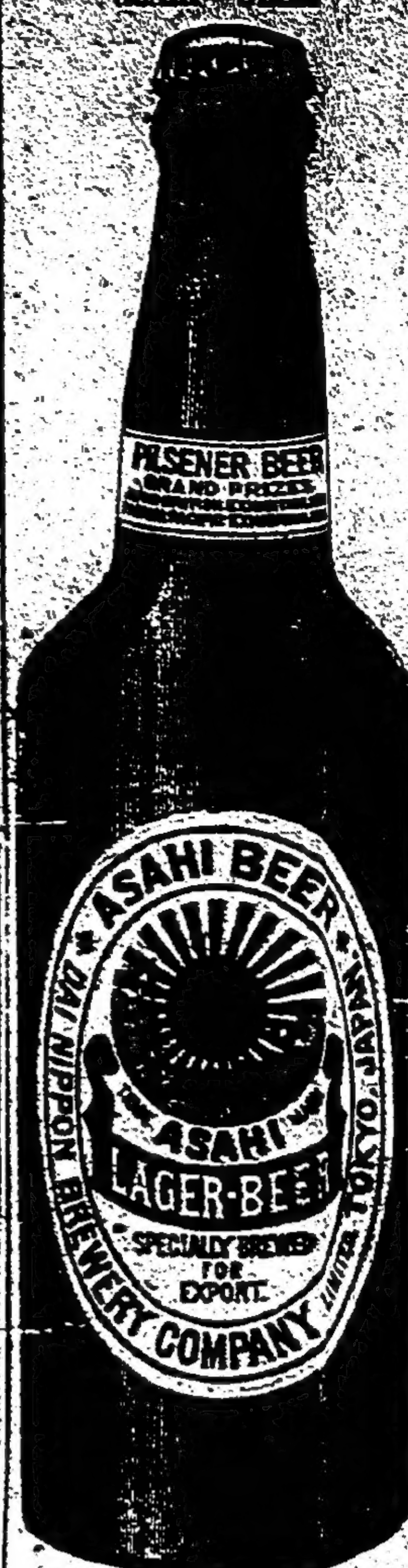
This advertisement is issued by British-American Tobacco Co. (China) Ltd.

TO-DAY'S SHARE
QUOTATIONS

OFFICIAL PRICES

| Banks | |
|-----------------------------------|------------------|
| H.K. & S. Banks | \$690 |
| Marine Insurance | |
| Cantons | 430 |
| North China | 420 |
| Union | 205 |
| Yangtze | 280 |
| Far Eastern | 23 |
| Fire Insurance | |
| China Fire | 138 |
| H. K. Fire | 340 |
| Shipping | |
| Douglas | 96 |
| Steamboats | b. ex div. 241/2 |
| Indos (Prof) | 33 |
| Indos (Def) | 189 |
| Shells | sa. ex all 180/ |
| Ferries | b. 351/2 |
| Refineries | |
| Sugars | 184 |
| Malabons | 45 |
| Mining | |
| Kailans | 60/ |
| Langkats | n. 191/2 |
| Shanghai Loans | n. 191/2 |
| S'hai Explorations | n. 210 |
| Raube | b. 44/6 |
| Tronchs | b. 45/ |
| Ural Caspian | n. 991/2 |
| Docks, Wharves, Godowns, &c. | n. 187 |
| H.K. Wharves | n. 121 |
| K. Docks | n. 126 |
| S'hai Docks | n. 126 |
| N. Engineering | n. 126 |
| Lands, Hotels & Buildings | |
| Centrals | b. 1091/2 |
| H.K. Hotels | n. 124 |
| L. Inves t. | b. 1211/2 |
| H'phreys Est. | b. 81/2 |
| K'lon Lands | n. 48 |
| L. Reclamations | n. 175 |
| West Points | b. 94 |
| Cotton Mills | |
| Ewos | n. 4313 |
| Kung Yik | b. 429 |
| Lau King Mows | n. 42071/2 |
| Oriental | n. 4112 |
| S'hai Cottons | b. 4205 |
| Yangtzepeos | b. 4151/2 |
| Miscellaneous | |
| Cements | n. 81/2 |
| China Borneo | n. 13 |
| Do. Light b. 5.80 old b. 1.80 new | n. 12 |
| China Providents | b. 9 |
| Dairy Farms | b. 30 |
| Electric H.K. | b. 78 |
| Electric Macao | b. 34 |
| Hongkong Ropes | b. 33 |
| Hk. Tramways | b. 81/2 |
| Peak Trams, old | b. 734 |
| Do. new | b. 80 cts. |
| Steam Laundries | b. 334 |
| Steel Foundries | n. 12 |
| Water-boats | b. 16 |
| Watsons | b. 5.40 |
| Wm. Powells | b. 12 |
| Wisemans | b. 29 |

ASAHI BEER



AGENTS
Mitsui Bussan Kaisha.

VICTORIA THEATRE
TO-NIGHT MONDAY
ANOTHER FINE PICTURE
"THE TEST"
With a very strong plot
A HAROLD LLOYD COMEDY
"THE DUTIFUL DU" ^{DE}
TO-DAY'S MATINEE
"THE VICAR OF WAKEFIELD"
Booking at ANDERSON'S

THE
CORONET

TO-NIGHT! TO-NIGHT!
At 5.15 & 9.15 p.m.

THE REAL ROOSEVELT

RAINEY'S

"HEART OF THE JUNGLE"

Coney Island.

At 7.15 p.m.

"THE BULL'S EYE"

Episodes 3 & 4.

Booking at ROBINSON'S. USUAL PRICES.

THEATRE ROYAL

RETURN ENGAGEMENT FOR A SHORT SEASON OF THE MOST
POPULAR COMPANY THAT EVER PLAYED IN HONGKONG

BANVARDS
AMERICAN MUSICAL
COMEDY COMPANY

IN A REPERTOIRE OF BRAND NEW MUSICAL TREATS

COMMENCING

SATURDAY EVENING - AUG. 9th

at 9.15 p.m.

AND PRESENTING

SATURDAY-MONDAY
Aug. 9 Aug. 11
The Speedy, Mile-a-Minute Musical Comedy
"STEP LIVELY"

TUESDAY-WEDNESDAY
Aug. 12 Aug. 13
A BIG DOUBLE BILL
The Laughing, Musical Mix-up
"THE TOURISTS"
and a Head-Line Program of
"VAUDEVILLE"

THURSDAY-FRIDAY
Aug. 7 Aug. 8
The Breezy Refreshing Musical Treat
"THE KING OF PATAGONIA"

Bookings now at MOUTRIE'S
Prices \$3 \$2 \$1
Curtain at 9.15 P.M.
Matinee Sat. & Wed.

Owing to shipping delays the performance advertised for
Thursday & Friday Aug. 7 & 8 have been altered to Aug. 14 & 15

HOTELS

EUROPE HOTEL SINGAPORE

UNDER NEW BRITISH MANAGEMENT

THE PREMIER HOTEL FINEST SITUATION
EXCELLENT CUISINE

ARTHUR R. OWEN

SHIPPING.

VESSELS ARRIVED.

Antiochus, 5795, Br. Capt.
Houghton, Liverpool, B. & S.
Mooring—H. Wharf.
Haitan, 1182, Br. Capt. Stewart.
Fochow, D. L.—Mooring—
Wharf.
Changchow, 1203, Br. Capt. Par-
ridge Swatow B. & S.—Mooring—
Junk Bay.
Kanchow, 1222, Br. Capt. Cowan.
Bangkok, B. & S.—Mooring—
C 40.
Namwan, 270, Port. Capt. Costa.
Hohow, Un Pak Leong.—Mooring—
C 41.
Chuenon, 235, Ch. Capt. Jorge.
Hoichow, Luen Yik.—Mooring—
C 45.
Awa Maru, 6037, Jap. Capt.
Hilada, Kobe, N. Y. K.—
Mooring—A 3.
Fushiki Maru, 1063, Jap. Capt.
Hachidewto, Keelung, M. B.
K.—Mooring—Wharf.
Kaifo Maru, 1126, Jap. Capt.
Kumira, Keelung, O. S. K.—
Mooring—B 30.
Daitaku Maru, 691, Jap. Capt.
Hirano, Keelung, O. S. K.—
Mooring—C 0.

VESSELS CLEARED.

Empress of Asia for Vancouver
Iyo Maru for Kobe
Shunchoing for K. C. Wan
Teau for Canton
Daitaku Maru for Keelung
Awa Maru for London & A'werp
Haidis for Manilla
Kweichow for Bangkok
Jade for Haiphong
Diva for Bangkok

METEOROLOGICAL

Previous.

Day On date On date.

| | | | |
|-------------|-------|-------|-------|
| Barometer | 29.87 | 29.83 | 29.85 |
| Temperature | 82 | 83 | 80 |
| Wind | W | W | W |
| Clouds | 1/2 | 1/2 | 1/2 |
| Moisture | 80 | 80 | 80 |
| Direction | W | W | W |
| Force | 1 | 1 | 1 |
| Speed | 10 | 10 | 10 |
| Time | 10.10 | 10.10 | 10.10 |
| Place | 10.10 | 10.10 | 10.10 |
| Time | 10.10 | 10.10 | 10.10 |
| Place | 10.10 | 10.10 | 10.10 |

POST OFFICE.

Allied soldiers in the various
hospitals in Siberia are badly in
need of reading matter. Any
books, newspapers etc. for their
use handed in at the G. P. O. will
be packed and forwarded to them
free.

Registered and Parcel Mails
close 15 minutes earlier than the
time given below unless other-
wise stated, and where mails are
advertised to close at or before
9 a.m. registered and parcel mails
are closed at 5 p.m. on the pre-
vious day.

INWARD MAILS.

Straits—ARRATOON APCAR.
8th Aug.
Shanghai—Per MONTEAGLE.
9th Aug.
Shanghai—Per CHENAN. 9th
Aug.
U.S.A., Canada and Japan—Per
NANKING, 13th Aug.

OUTWARD MAILS.

Japan via Kobe—Per KUM-
SANG, 8th Aug., 11 a.m.
Fort Bayard—Per WA SUN.
8th Aug., 11 a.m.
Swatow, Amoy & Fochow—Per
HAITAN, 8th Aug., noon.
Philippine Islands—Per LOONG-
SANG, 8th Aug., 2 p.m.
Shanghai and North China—Per
TEAN, 8th Aug., 3 p.m.
Japan via Yokohama—Per
KOYEI MARU, 8th Aug.,
5 p.m.
Japan via Moji—Per ANTILO-
CHUS, 8th Aug., 5 p.m.
Shanghai and North China—Per
CHOYSANG, 8th Aug., 5
p.m.
Tourane—Per KWAI WAH, 8th
Aug., 5 p.m.
Straits, Bangkok, Ceylon, Mauri-
tius, South Africa, India
via Dhanushkodi, Egypt and
EUROPE VIA MARSEILLES—
Per KITANO MARU, 8th
Aug., 5 p.m.
SATURDAY, 9TH AUGUST.
Sandakan, Australia and New
Zealand via Thursday Is.—
Per KITANO MARU, 8th Aug.,
5 p.m.

WEATHER REPORT.

August 7d. 10h. 37m.—Warning "to
Hongkong, Peninsular Coast Ports, &c."
Typhoon in Lat. 30° N. Long. 131° E.,
direction W. velocity 4 to 8 m.p.h.
August 7d. 12h. 30m.—No return from
Vladivostok, Japan and Weihaiwei.
Pressure has increased slightly along
the east coast of China; decreased slightly
along the south coast, and moderately
over Formosa.
There is a typhoon between Formosa
and Luzon. At 6 a.m. this morning it
was situated near Betan Island moving
westward.
Hongkong Rainfall for the 24 hours,
ending at 10 a.m. to-day, 0.00 inches.
Total since January 1st, 47.47 inches
against an average of 55.04 inches.
FORECAST FOR THE 24 HOURS
ENDING AT NOON TO-MORROW.
District. Forecast
1. Hongkong to Gap Road, W. to N.
winds, freshening, fair to fine,
some rain later.
2. Formosa Channel, N.E. gale.
3. South coast of China b. The same
between H.K. and Lamook as No. 1.
4. South coast of China b. The same
between H.K. and Hainan as No. 1.
C. W. JEFFRIES, Chief Assistant.
Hongkong Observatory, Aug. 7th 1919.

Canada, United States, C. & S.
America & EUROPE via SAN
FRANCISCO—Per BINTANG,
9th Aug., Registration 3.15
p.m. Letters 4 p.m.
Shanghai and North China—Per
TEAN, 9th Aug., 5 p.m.
MONDAY, 11TH AUGUST.
Straits, Bangkok, Ceylon, Mauri-
tius, South Africa, India via
Dhanushkodi, Egypt and
EUROPE VIA SUZ-Per
NELEUS, 11st Aug., Regis-
tration 9.45 a.m. Letters 10.30
a.m.
The Parcel Mail will be closed
on Saturday, 9th Aug., at
5 p.m.
Shanghai and North China—Per
CHENAN, 11th Aug., 5 p.m.
TUESDAY, 12TH AUGUST.
Swatow and Bangkok—Per
KANCHOW, 12th Aug.,
10 a.m.
Swatow, Amoy and Fochow—
Per HAITAN, 12th Aug.,
10 a.m.

HOTELS.

THE PEAK HOTEL.

1,500 FEET ABOVE SEA LEVEL.
15 MINUTES FROM LANDING STAGE.
UNDER THE MANAGEMENT OF
MRS. BLAIR.

KING EDWARD HOTEL

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. 373. Telegraphic Address: "VICTORIA"
J. WITCHELL,
Manager.

The Hongkong Hotel Co., Ltd

Operating:
THE HONGKONG HOTEL The leading Hotel in the Far East.
THE REPULSE BAY HOTEL The evening seaside resort of South China.
(opening in the Summer of 1919)
THE HOTEL MARSHALLS (The headquarters of the Canadian Pacific
Ocean Services, and the leading American
business concerns)
The Hotel Company, having recently extended their cold storage plant and
instituted motor transportation, are specializing in outside catering and
banquets, dances, parties, etc., and are prepared to supply all necessary equipment,
decorations, furnishings, and music.
Quotations may be obtained on application at the Hotel Main Office, or
representative will call on communicating with
Telephone No. 423, Catering Department.
Telephone No. 1473, Manager.

J. R. TAGGART,
Manager.

KINGSLERE HOTEL MID-LEVEL
CRAIGIEBURN HOTEL THE PEAK
KNUTSFORD HOTEL KOWLOON
SACHSE, LENNOX & Co. General Agents
Are resident Managers.

THE CARLTON HOTEL
170-172, QUEEN STREET, IN THE COLONY
ICE HOUSE STREET.
Under American Management.
Also and select for only a few minutes from the Peak and Central
District, 125 Belmont, Cantonment, Opened for the Chinese, Japanese,
Turkish, and other guests on application to the Proprietor.
Telephone No. 130.